विवरण-II

1993-94 के दौरान निपटारा किए जाने वाले उपकरण

कंपनी	शावेल	डम्पर	डोजर	ड्रिल
ई०को०लि० . .	5	4	0	15
भा०को०को०लि० . .	1	38	9	12
से०को०लि० . .	0	59	28	2
ना०को०लि० . .	1	9	6	3
वे०का०लि० . .	12	19	9	9
सा०ई०को०लि० . .	1	9	5	5
म०को०लि० . .	4	0	0	2
को०इं०लि० (जोड़) . .	24	138	57	48

वर्ष 1993-94 के लिए कंपनीवार पुनर्वास कार्यक्रम

उपकरण	ई०को० लि०	भा०को० को०लि०	से०को० लि०	ना०को० लि०	वे०को० लि०	म०को० लि०	सा०ई० को०लि०	को०ई० लि०
शावेल .	9	5	7	6	6	2	12	47
डमपर .	58	75	98	60	68	22	38	419
डोजर .	12	20	19	18	20	6	6	101
ड्रिल .	8	9	11	18	6	2	5	59
लोडर एवं अन्य .	12	6	20	24	7	1	3	73
जोड़ : .	99	115	155	126	107	33	64	699

Transportation of CIL Coal

1794. SHRIMATI KAMLA SINHA:
SHRI MOHAMMED AFZAL alias MEEM AFZAL:

Will the Minister of COAL be pleased to state:

(a) Whether it is a fact that Coal is transported by private Transport Companies in CIL; and

(b) if so. what are the criteria for engaging such Private Transport Companies and the annual cost incurred by CIL on private transportation during the last three years, year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI AJIT KUMAR PANJA): (a) and (b) Yes, Sir. Besides departmental transport, private transport companies are engaged to transport coal. Contracts for transportation of coal are awarded at the most competitive rates to the lowest contender on the basis of widely published tender notices in newspapers. Contracts are also given to the coal transport agencies sponsored by the Directorate General of Resettlement based on the guidelines given by the Directorate General.

The annual cost incurred by CIL on private transportation during last three years, year-wise, is given below: —

Year	Value Rs. In Crores
1990-91	153.30
1991-92	212.78
1992-93 (Prov.)	243.53

Coal Reserves in the Country

1795. SHRI KRISHNA KUMAR BIRLA: Will the Minister of COAL be pleased to state:

(a) what are the latest proven and indicated estimates of coal reserves in India;

(b) what is the current demand, production and shortfall of coal supply;

(c) the quantity and value of coal imported in India during the last two years;

(d) whether it is a fact that the shortfall in coal supply is likely to grow;

(e) whether government have invited the participation of private and foreign capital in coal mining: and

(f) if so, the details thereof and the likely date of the commencement of additional coal production?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI AJIT KUMAR PANJA): (a) As on 1-1-1993, estimated reserves of coal in the country (down to a depth of 1200 metres) as per assessment done by Geological Survey of India (GSI) are 193.7 billion tonnes of which 64.8 billion tonnes, 84.9 billion tonnes and 44 billion tonnes belong to proved, indicated and inferred categories respectively.

(b) to (d) The total coal demand of all consuming sectors in the country vis-a-vis actual supply and actual production during the year 1992-93 was as follows: —

(in million tonnes)

Demand assessed	Actual Supply	Production	Remarks
258.10 (5.30)	241.00 (2.47)	238.23 (Prov.)	Figures in brackets indicate washery middlings.

The assessed demand is derived one. The indigenous coal production, by and large, was sufficient to meet the demand during 1992-93 except in case of integrated steel plants which are the main importers of low ash coking coal for the purpose of blending with indigenous coal for making up the gap between indigenous availability and the demand and also to improve the quality of overall blend to be used in steel plants.

Details regarding quantum and viilue of coal imported by steel plants of Public Sector Undertakings viz., Steel Authority of India Limited (SAIL) and Visakhapatnam Steel Plant (VSP) for the last two years are as tinder:

(Date provisional)

Year		Import (in million tonnes)	Value (Rs. in crores)
1991-92			
	SAIL	4.255	672.50
	VSP	0.990	186.03
	Total	5.245	858.53
1992-93			
	SAIL	4.248	,90.00
	VSP	1.660	355.94
	Total	5.908	1145.94